

Hongkong Telegraph



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GERMANY'S REPARATION PROPOSALS.

A SCHEME OF INTERNATIONAL LOANS.

Allies Stand Firm on Paris Programme.

(Reuter's Service).

London, March 1.
Mr. Lloyd George opened the Conference by announcing that the Allies had decided to first consider reparations and then disarmament.
Herr von Simons then spoke, the Conference adjourning after two hours.
The Germans left first, Herr von Simons looking pale and troubled.
The Allies met at Downing Street in the afternoon.

Herr von Simons' Speech.

London, March 1.
The German counter-proposals were presented by Herr von Simons, who said that after deducting the reparation already paid from the fifty milliards gold marks, which was the capitalised value of the Paris annuities, thirty milliards remained, which should be raised by International Loans. Germany would at first issue a Loan of eight milliards, offerable by subscription on low interest in all international markets, being exempt from taxes in all the issuing countries Germany guaranteeing service and redemption. Furthermore, Germany in the next five years would pay an annuity of a milliard gold marks and was also ready to co-operate in the reconstruction of the devastated areas. The German Government considered that these proposals fully covered the principle of giving the Allies participation in Germany's economic improvement, which the Allies sought to secure by a tax on German exports.

A Fuller Statement.

Herr von Simons, in his statement to the Conference, declared at the outset that the Paris proposals were impracticable, economically and financially. Germany was prepared to go to the limit of possibilities in the event of her economic improvement, but any lesser deduction than twenty milliards, which was Germany's estimate of reparations already paid, would necessitate payments exceeding anything reasonably expectable of her economic improvement. He suggested the appointment of a mixed Commission of Experts to ascertain the exact value of the reparations paid. Since it was impossible to raise to total payable after the foregoing deduction by a single International Loan, Germany would begin financing part by issuing eight milliards, the redemption of which would begin after five years with one per cent., rising by 1½ per cent. annually, Germany guaranteeing the holders the security necessary for service of the Loan.

Herr von Simons said Germany's payment of five annuities would be covered by deliveries in kind, based on free intercourse for German and Allied industries. The value of Germany's work in reconstructing devastation should be reckoned against annuities. The amount of Germany's reparation debt not immediately covered by the International Loan should carry five per cent. interest, against which interest the five annuities should be reckoned to May 1st, 1926. The amount of interest remaining uncovered should be added to the Capital Account on May 1st, 1926, without calculating compound interest. All further provisions for financing the remaining reparation debt by Germany should be reserved for future arrangements, especially as regards redemption, which would not begin before May 1st, 1926. Additional instalments would be financed by means of International Loans.

Herr von Simons said the conditions of Article 431 of the Treaty of Versailles, namely the withdrawal of the troops of occupation, would operate when the payments defined in the foregoing two sections were made. All payments still to be made by Germany under Parts VIII and IX of the Treaty of Versailles, namely reparations and financial clauses, shall be considered made, also the delivery of the proceeds from destroyed war materials, and Germany's obligation to submit to liquidation and the retention of German private property in Allied countries.

Herr von Simons concluded:—"In offering the foregoing proposals, it is understood that if the plebiscite in Upper Silesia decide in favour of Germany, and Upper Silesia remain German also, the commerce of the world be freed of existing impediments and economic freedom and equality of rights be established throughout."

Mr. Lloyd George's Retort.

After Herr von Simons had presented his long statement of the counter-proposals proposed and read a detailed memorandum, Mr. Lloyd George interposed and said that if Herr von Simons thought it worth while to put in documents he could do so, but in view of his general declaration Mr. Lloyd George could not conceal from him that the German Government appeared to have a complete misunderstanding of the realities of the position. The Allies had already agreed that the proposal made was one that they could not examine or discuss as an alternative to the Paris proposals.

"Ludicrously Inadequate"

London, March 1.
The Allies, especially the French and Italians, are considerably surprised at the ludicrously inadequate German counter-proposals, which summarised meant that £1,500,000,000 will be payable in 32 years, compared with the Paris decision of £11,300,000,000 payable in 42 years, plus the export tax. Indeed, M. Briand opined that the acceptance of such an offer would mean that the Allies would be paying their own debts. The belief that this is not the final word and that Germany is willing to make concessions has not improved the unfavourable impression created. It is universally realised that further negotiation on the basis thereof will be futile.

The Allies have decided to consult their juridical and military advisers to-morrow and to draft a categorical reply which will be handed to the Germans on Thursday.

The Germans confess their disappointment and are already talking of returning home, as they are unable to offer more. Meanwhile, one prominent German promised Reuter that they would not do anything rash.

Allied Proposals in Event of Non-acceptance.

London, March 2.
Reuter understands from French quarters in London that the Allied proposals, in the event of Germany not agreeing to the Allied terms, include the levying of 50 per cent. on sales from Germany in Allied countries, the establishment of a special Customs which would economically separate the left of the Rhine from the rest of Germany, occupation of the coal ports on the right of the Rhine, and, in the last resort, seizure of the Customs.

REUTER'S TELEGRAMS.

MR. CHURCHILL ON THE AIR SERVICE ESTIMATES.

Complete Instructional System.

London, March 1.
Courses of instruction at the various Universities, including Capetown, and the prospect of a school in Egypt for training highly-skilled pilots were among the steps for building up a thoroughly efficient Air Service, outlined in the statement on the Air Estimates made in the House of Commons by Mr. Churchill, who said that progress in the past eighteen months had been far greater than he anticipated when he predicted that the completion of the task would take five years. Mr. Churchill described the complicated organism, every part of which was inter dependent, providing one of the most remarkable educational systems for supplying scientific knowledge ever produced. The Service had reached a stage of development where a change of policy would mean destroying the work done. Additional squadrons will begin forming on April 1, making altogether 32. He also proposed to begin the formation of the Territorial Air Force with six squadrons near engineering centres.

Need of Military and Naval Air Fleets.

Mr. Churchill emphasised the practical impossibility of abandoning expenditure on naval and military aviation in favour of civil aviation. Mr. Churchill picturing Russia and Germany recovering, said that war with great aerial developments was a possibility, with a war scare here and frantic efforts to recreate the Air Force. He said it was impossible to have an efficient force for less than fifteen to sixteen millions annually. As regards civil aviation, he did not feel justified at present in asking for more than the £1,000,000 already provided. He opined that it was necessary to concentrate on a few routes and services, and to make them secure. He said that the Admiralty's decision to abandon airships was melancholy when we had reached almost the first place in the world as regards rigid airships, but it was a wise decision. Mr. Churchill mentioned the sale of an airship to America for half a million.

The Position of Commercial Aviation.

Mr. Churchill said that unless private companies in the next few weeks took over the remaining airships as a free gift, he would not feel justified in continuing the expenditure on commercial airships. He dwelt on the difficulty of fostering aviation in the British Isles, owing to weather and the competition of the railways and road services, but it was indispensable to keep open the cross-Channel service. Now that the French Government was subsidising British companies in the most generous manner, however, he feared that British firms would be so heavily undercut that they would be discouraged from continuing. He therefore proposed the appointment of a committee to devise alternative methods to meet the changed conditions. If a saving could be effected on other parts of the Civil Aviation Vote, the inducements now offered could be made much greater. Mr. Churchill had no doubt that the Air Force, properly handled, would become an important substitute for soldiers and ships. It could reduce the cost of garrisons in certain Oriental countries and afford real protection in coast defence, and would enable particular types of warships to be reduced in number. Mr. Churchill was not opposed to a separate Air Ministry, but while he was in charge of the service his policy of providing a third arm to continuously co-operate with the Army and Navy would be continued.

MR. CHURCHILL'S DUAL OFFICES.

Now Comic—May Become Tragic.

London, March 1.
In the House of Commons, in the course of a debate on the Air Estimates, Major General Seely described Mr. Churchill's Dual Offices as Secretary of State for the Colonies and Air Minister to comic and likely to become tragic. He urged Mr. Churchill as reflect on his past maladministration and remarked on the irony of Mr. Churchill's emphasis of the importance of the Cross-Channel route just when the last British service there had ceased.

THE PACIFIC CABLES.

Sir Auckland Geddes' Position.

London, March 1.
Reuter is informed that the report that Sir Auckland Geddes has been instructed to attempt mediation between the United States and Japan on the subject of the Pacific cables is unfounded. It is pointed out that should a favourable opportunity acceptable to both the American and Japanese Governments arise for Sir Auckland Geddes to use his good offices, he would not hesitate to do so without instructions.

ANGLO-RUSSIAN TRADE AGREEMENT.

British Company's Provisional Contract.

London, March 1.
M. Krassin is expected here to-night. The Slough Trading Company has signed an agreement with Krassin to supply Russia with many reconstructed motor lorries immediately the Anglo-Russian agreement has been signed.

LANCASHIRE COTTON INDUSTRY DEPRESSION.

Proposed Suspension of Mills.

London, March 1.
Owing to the scarcity of orders and the continued accumulation of stocks, the Lancashire cotton trade is proposing to close down from the 18th, to the 30th inst., thereby affecting 500,000 operatives.

THE IMPERIAL WIRELESS CHAIN.

London, March 1.
In the House of Commons, at question-time, Mr. Pease said he hoped the first two stations of the Imperial wireless chain (at Leamfield, near Oxford, and Abusabul, near Cairo) would be finished early in the summer. A committee of experts was designing the other stations, but it was impossible to say when the chain would be operating.

REUTER'S TELEGRAMS.

ANGLO-JAPANESE RELATIONS.

Questions in Parliament Concerning Korea and the U.S.

London, March 1.
In the House of Commons, replying to a question, Mr. Harmsworth declared that reports have been received showing that Koreans have been killed and Korean property destroyed in Chientao and that Japanese troops were engaged in military operations on non-Japanese territories, but there was no confirmation of the report that special discrimination had been shown against Christian Koreans. The Government felt justified in calling the attention of the Japanese Government to the reports.
Replying to a question whether the Anglo-Japanese Treaty arrangements precluded the possibility of assisting Japan in the event of a Japo-American war, and if assurances regarding same had been given to America in connection with the latter's consideration of their naval programme, Mr. Harmsworth explained that the relations with Japan were arranged so as not to involve us in the possibility of a conflict with the United States. Mr. Harmsworth also stated that no official communication concerning this had been made to the United States, who were undoubtedly aware of the true position.

RISINGS IN RUSSIA.

Workers and Soldiers Join Forces.

London, March 2.
The frequent recent reports of serious risings in Russia are supported by detailed telegrams from the frontier. A Helsingfors message describes the disturbances at Petrograd, where strikers on the 24th ult. stormed a prison and liberated imprisoned sailors, after which sailors and workers joined forces against the officers and held a mass demonstration, exclaiming "Down Soviets and Communism!" and seized the suburb of Vasiliostrov. Forty Communists were killed and two hundred arrested. Fighting is still proceeding, and martial law is stated to have been proclaimed. A Riga message quotes Lithuanian papers dealing with the situation at Moscow, also on the 24th ult., when an orderly strike of 14,000 workers demanding increased rations and the convocation of a Constituent Assembly culminated in hostilities, spreading over the town. The soldiers went over to the rebels and Communist regiments were brought up. Using field guns the strikers and workmen on the 26th ult. captured the arsenal at Koursk and the railway station.

JAPANESE-AMERICAN RELATIONS.

The Whole Field Discussed.

Washington, March 3.
It is understood that an Executive session of the Senate to-day frankly discussed Japo-American relations and the whole field of controversy, including Japanese foreign policy and naval building programme. Confidential information was presented regarding the latter. The possession of the Yap cable and recent developments in the controversy over Japan's claims to the Island were also debated. Senator Lodge presented a fresh point with reference to the Californian land controversy.

ALLIED WAR DEBTS.

Cancellation Favoured by American.

Washington, March 1.
The cancellation of Allied war debts by the United States is favoured on economic grounds and as a matter of policy by the new Secretary of the Navy, Mr. Denby. Interviewed by the Tribune he quoted as a precedent the good that resulted to the United States from the cancellation of the American share of the Boxer Indemnity. The Chinese were prodigiously grateful and a similar feeling had been growing ever since.

AMERICA SECURES POLISH WIRELESS CONTRACT.

Washington, March 1.
The Polish Legation announces the signature of a million dollar contract with the Radio Corporation of America, involving the construction of a huge wireless station at Warsaw, comprising twelve 400-foot towers.

SENATE DISCUSSES NAVAL BILL IN PRIVATE.

Washington, March 1.
The Senate went into private session to discuss the Naval Appropriations Bill after Senator Lodge had declared that certain matters should not be discussed in public.

ILLNESS OF U.S. EX-SPEAKER.

Washington, March 1.
Mr. Champ Clark, the ex-Speaker of the House of Representatives, is seriously ill with pleurisy.

DUTCH OIL COMPANY.

Extension of Capital.

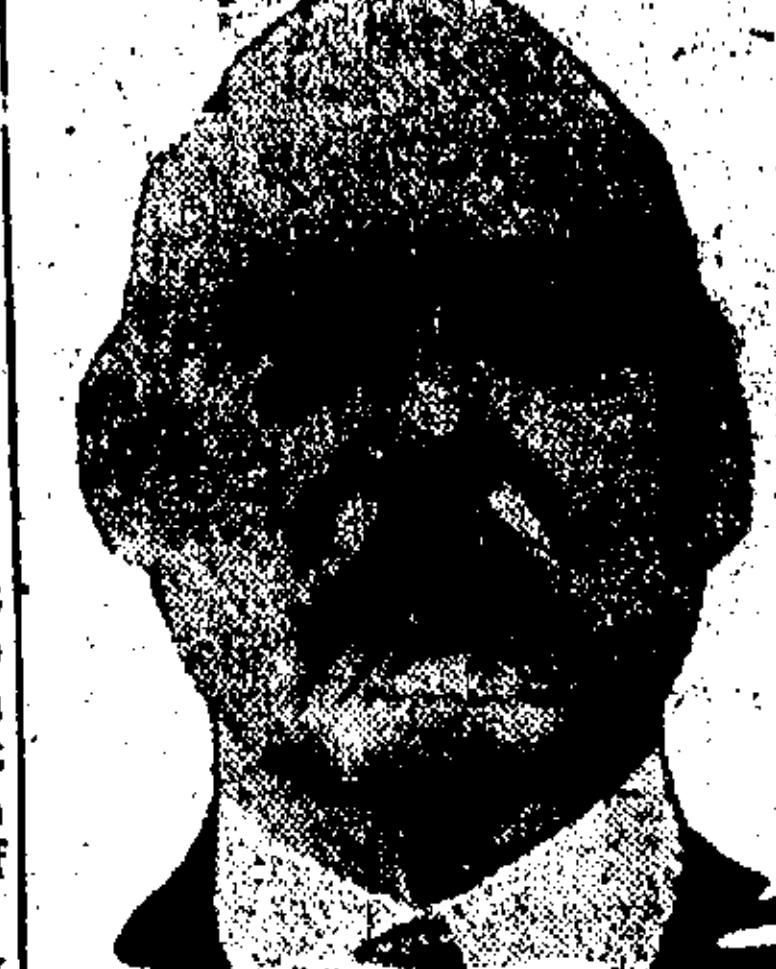
Amsterdam, March 2.
It is understood that the Directorate of the Royal Dutch Oil Company at its meeting on March 15 will propose a capital extension to 33,000,000 Guilders. It is not intended to issue any new shares.

BRITISH-BUILT AIRSHIP FOR JAPAN.

London, March 1.
It is announced that Messrs. Vickers' Barrow works have completed an airship of the scout class for the Japanese Government.

THE "BISMARCK" RENAMED.

London, March 1.
The ex-German mammoth liner Bismarck has been renamed the Majestic.
(Continued on page 12.)



MR. JOHN W. WEEKS, the newly-appointed U. S. Secretary of War.

RACE SWEEPS.

Lucky Kowloon People.

We take the following from the

Rock:—
Kowloon has been favoured by the gods at the annual Race Meeting just concluded. Out of the three big prizes in the sweepstakes for the race for the Championship, the second and third prizes went to Kowloon residents. The second prize, which in worth \$6,880, was won with ticket No. 1509 by Mrs. G. A. Yvanovich, Jr. The third prize was of a value of \$3,440 and went to Mrs. Wheeler, wife of Captain Wheeler, of the Indo-China S. N. Co., and Dr. Unghart, in partnership. The first prize of the very next race (Consolation Stakes) was won by Mr. F. E. Carvalho, and his son, Mr. J. Carvalho, both residents of Kowloon. The prize was worth \$3,000. Mrs. Farias won a prize of \$3,000 on the first day, and Mr. Farias one of \$400 on the second day. A singular circumstance connected with ticket No. 1509 for the Champions is related by the lucky winner of the prize. Mrs. Yvanovich had a bag of flour bought some time before the race. When the bag was emptied of its contents and while hemstitching the piece of cloth the design of this special brand of flour attracted her attention. The trade mark is that of the Yuen Fong Flour Mills Co. and depicted a telephone box superimposed with the number 1509 in large figures. The next day she enquired of Mr. U. Rumjahn if that number was available for the Champions. Thus it was that the number which drew the favourite brought its purchaser the handsome gift of nearly seven thousand dollars.
The winners of the first three prizes in the Catholic Men's Club Hongkong Derby Sweep were: 1, Mr. Murray, \$1,749.16; 2, Mr. J. Lunney, \$499.76; 3, Mr. P. Lanigan, \$249.88.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 2s. 4½d.

THE WEATHER.

2 p.m. Barometer:—29.78. Temperature:—74. Humidity:—88.

LIGHTING-UP TIME.

Lighting-up time to-day is 5.27 p.m.

DON'T FORGET.

To-day.

Rotario. Gardens.—Flower Show—2 to 6 p.m.
Theatre Royal.—Warwick Comedy Co. presents "The Last Act"—8.15 p.m.
Coronet Theatre.—5.15 and 9.15 p.m.
Hongkong Theatre.—5.15, 7.15 and 9.15 p.m.

To-morrow.

City Hall.—Prof. Hansen's Popular Piano Recital—5.30 p.m.
Coronet Theatre.—5.15 and 9.15 p.m.
Hongkong Theatre.—5.15, 7.15 and 9.15 p.m.

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- 18714 Tip Top—Medley Fox Trot—Saxophones
Six Brown Brothers
- If a wish could make it so—Fox Trot
Six Brown Brothers
- 18715 If you could care—Medley Waltz—Smith's Orchestra
- Happy—One Step
Smith's Orchestra
- 18716 Let the Rest of the World go By—Waltz—Ferera & Franchini
- My Isle of Golden Dreams—Waltz—Blue & White Marimba Band
- 12th Street Rag—Fox Trot
All Star Trio
- 18713 Dotty Dimples—One Step
All Star Trio

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RINDERPEST AT KOWLOON.

Sanitary Board Discussion.

At the fortnightly meeting of the Sanitary Board held yesterday afternoon, there was considerable discussion over an outbreak of rinderpest in a cattle shed at Chu Liu. A report was submitted by Mr. Mackenzie, the Colonial Veterinary Surgeon, but no mention was made of the number of cattle affected by the disease.

Mr. G. R. Sayer presided over the meeting, and those present were Dr. W. W. Pearce (Medical Officer of Health), Hon. Mr. T. L. Perkins, Mr. G. C. Alabaster, Dr. Koch, Dr. Ozorio, Mr. S. W. Tso and Mr. C. M. W. Reynolds (Secretary).

Dr. Ozorio asked what measures had been taken to secure the inoculation of cattle found to be infected with rinderpest?

The Chairman replied that one of the cattle owners had secured serum and, he understood, was inoculating his cattle.

Mr. Alabaster: What are the others doing?

The Chairman replied that he had received no further information on that point.

Dr. Ozorio urged that the Board should go into the matter very thoroughly. Personally, he considered the outbreak a blessing in disguise because it showed up the defects of the present system of notification. He considered that the bye-laws should be modified to such an extent that rinderpest should be placed on a similar footing in regard to notification as infectious diseases. He believed that at the present time owners were not compelled to report any cases that might occur.

If notification of rinderpest was placed on a similar basis to that of infectious diseases then they would be able to prevent cattle moving from an infected area to an uninfected one, and thus prevent the transmission of rinderpest germs. Dr. Ozorio drew attention to Section 11 of the bye-laws in which it was provided that the Colonial Veterinary Surgeon should visit all premises where animals were kept, and said that before they could ask the Veterinary Surgeon to do this the Board must first of all be aware that such disease existed. If they placed the onus on cattle owners to report any cases that occurred both the Board and the Veterinary Surgeon would be in a better position to tackle the question. He considered that the Colonial Veterinary Surgeon should be more get-at-able so that the owners of cattle who happened to discover disease among their herds could immediately communicate with him and ask for his advice on paying a small fee. With regard to serum, which it was not possible to get on the occasion of the last epidemic, he asked the Board to recommend to the Government that a stock of serum be kept available by the Government Bacteriologist. So far as he was aware it would not cost the Government very much.

Mr. Alabaster said he certainly thought the Colony ought not to be dependent on Manila, Shanghai or other places for supplies of the necessary serum. There ought to be a stock available to all cattle owners who might need it. It had been a custom in the past to treat these cases confidentially with the idea that if it was spread abroad too much that the disease existed, while doing no particular good, they might be doing a great deal of harm to a business which was coping with the disease in every way. In this case they knew that the farms affected, or one of them at least, had asked that it should be informed whenever an outbreak took place, and he thought that the request was reasonable. In fact he was of the opinion that both requests were reasonable—that they should know when there were neighbouring outbreaks and that they should be able to obtain from some source of supply in the Colony whatever serum they needed.

The Chairman considered that the present bye-laws regarding notification quite met Dr. Ozorio's point. It was provided, under Section 14, that every person having in his possession or under his control an animal suffering from infectious disease should with all practical speed notify the officer in charge of the nearest Police Station.

Mr. Alabaster: They do not mind whether you tell the police or whom you tell. They want you to tell them.

The Chairman replied that he was merely answering Dr. Ozorio's question.

Dr. Ozorio said what he was driving at was that people would say that they did not know these animals were suffering from the disease, and he urged that the Colonial Veterinary Surgeon should be more get-at-able.

The Chairman replied that the Colonial Veterinary Surgeon was continually being called upon, and he happened to know that he had spent many days in giving all possible assistance. With regard to accessibility he pointed out that they had a Veterinary Inspector within 100 yards of these particular premises. He considered that the onus lay on the owners, but if the Board desired to make the bye-laws clearer, he would be very glad to fall in with their wishes.

Dr. Koch said he was strongly of the opinion that the onus of reporting cases rested with the owners. He quite agreed with the Chairman that the Colonial Veterinary Surgeon was accessible. He could not be expected to go round every day looking for suspicious cases of infectious disease. The best plan would be to penalise owners for not reporting cases.

The Chairman agreed. As a matter of fact the Veterinary Surgeon was required under Bye-Law 11 to visit these premises, and he did so continuously. He had asked the Colonial Veterinary Surgeon if he had any reason to suspect any particular owner was not carrying out the onus placed upon him in regard to notifying disease, and he replied in the negative. Rinderpest, as a matter of fact, broke out very suddenly. With regard to the supply of serum it was, of course, fully understood the Government had never undertaken to supply it. Whether or not the Board considered the Government should

supply it was another matter. No doubt the policy which the Government had followed hitherto had been similar to that laid down in the United Kingdom, where owners provided their own insurance. If the Board wished to make any recommendations to the Government he thought the Government would be glad to consider them.

Mr. Tso expressed the opinion that the owners were liable to report cases that occurred. He did not see any harm in notifying all the other farmers that an outbreak had occurred in a certain place instead of advertising in the newspapers.

The Chairman mentioned that the Department had a certain responsibility in the matter. They had to see to it that in cases in which premises were infected no animals were removed.

Dr. Koch asked the Medical Officer to give his opinion on the matter. In cases where an epidemic broke out sporadically it was rather a tall order to call upon the Government to supply things that might not be necessary for a long period. These outbreaks had only been of quite recent date.

Dr. Pearce said he was sorry he could not give the Board any idea of the cost of providing anti-rinderpest serum. He knew it was not an easy matter to prepare serum and that it could only be prepared by people who thoroughly understood it. It did not appear to him that it was a matter that the Government should be called upon to undertake inasmuch as cattle-keeping in the Colony was certainly not a stable industry. The Dairy Farm, for example, being an extremely important business, concern from the public health point of view, had for many years past undertaken the preparation of its own anti-rinderpest serum, and unless the farmer undertook to provide his own serum it was not likely that the serum would be efficient. If the Government undertook to provide it, it would involve maintaining a very considerable expert staff. Up to the present there had not been any particular call from the Dairy Farm for the Government to adopt the system. Inoculation of animals was in the nature of an insurance and that insurance must be left to the owners. It was generally found that for an insurance against rinderpest a very expensive premium had to be paid. Consequently farmers took the risk in so many years of losing a number of their animals rather than paying a high premium for the sake of protecting their herd for one year. Every time they introduced new animals they would have to inoculate them. Most of the farmers, in Kowloon particularly, were familiar with rinderpest, and they knew that there was a serum which rendered the animals more or less immune from the disease, but they were quite willing to go on year after year without adopting the system, and when an outbreak did occur they protested because the Government had not provided them with serum and insurance which they themselves had neglected to do.

The discussion then ended. Other business was of a purely formal character.

WITHOUT PREJUDICE.

Willenden Magistrate—The work one is not paid for is always the sweetest.

A Wife at Tottenham—I admit that I called him a German dog, but that term is too good for him.

Wife's complaint at Highgate—He started to smash up the home because he could not find his collars.

That woman applied language to me such as I would not allow even my husband to use. Heard at Tottenham.

Tottenham Magistrate to a persistent applicant for a summons: Have your own way. Women generally do.

I have no money to subsidise witnesses, which, I believe, is the usual thing to do in these days. An offender at Willenden.

The Willenden Magistrate—How do you hear so much when your door was shut? The reply: Really, we live in Jerry-built flats.

Mr. Boot at the Thames Court—Once heard the Recorder of London say that in buying or selling a horse, a man would swallow his own gossamer.

NOTICE

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RUSSIAN VOLUNTEER FLEET.

Removal of Head Office.

Another step in the history of the Russian Volunteer Fleet is shown by an advertisement announcing that the head office of the company has been transferred from Constantinople to Paris. To those intimately acquainted with the recent history of the Fleet, this change will cause no surprise, but it is worth while mentioning the circumstances bringing it about.

From 1917 onwards a very important part of the Fleet has been stationed in the Black Sea. It was largely to keep in touch with that portion that the first move of the head office was made from Petrograd, this occurring when the Kerensky regime broke down. The head office was then removed to Theodosia in South Russia, and there it remained during the ascendancy of Denikin, the ships meantime trading to Black Sea ports. With the fall of Denikin and a more precarious state of affairs, it was resolved to move the headquarters to Constantinople, a suitable point from which the movements of the Fleet might be directed. This arrangement was satisfactory so long as Wrangel's army was in being, but on the defeat of Wrangel it was necessary to withdraw the ships from the Black Sea in order to escape capture by the Bolsheviks. When this was done there was no longer any need for the head office to remain in Constantinople, and accordingly it has been moved more into the centre of European trade by placing it in Paris.

THE COMPANY'S POSITION. The constitution of the Russian Volunteer Fleet is something of a curiosity in commerce. It was started by public subscription after the Turkish war in 1878, and as we should understand it in Great Britain, was made a public trust. No dividends were paid, and there were no shareholders, while all profits went to the betterment of the Fleet. The trust was conducted by representatives from Chambers of Commerce and other public bodies, and presumably by announcing the transfer of the head office to Paris, it is suggested that the trustees or their legal successors have made this decision.

So far as the position in the Far East is concerned, it is probable that a very great deal of work will be thrown upon it during the next few weeks by three actions pending in the Mixed Court at Shanghai. The first refers to the position of two of the steamers which were at Vladivostok when the Communist Government assumed office there.

UNDER WHICH FLAG? It is understood that, in all nine ships of the Fleet were at Vladivostok when this change of Government occurred—a change which it is contended by the old managers of the Fleet meant the establishment of a Bolshevik regime there. Vladivostok took possession of these boats, presumably acting on the principle that the Bolshevik or whatever other government had succeeded to office, was the proper owner. Some time afterwards two of the steamers reached Shanghai, and here they were put under arrest at the instance of the New Engineering and Shipbuilding Works as security for a debt contracted by the Russian Volunteer Fleet.

This order of arrest, made by the Mixed Court, is challenged by Mr. D. A. Lukhmanoff, who is described as general manager of the Russian Volunteer Fleet, Vladivostok. It is understood that the debt—an account for repairs—was contracted by the Fleet under the auspices of the head office in Paris. This head office is not recognized by Vladivostok, and apparently the question will come up whether the New Engineering Works are entitled in their turn to recognize Vladivostok. The case is being fought between the Russian Volunteer Fleet representatives owing allegiance to Paris and Vladivostok respectively.

OTHER ACTIONS.

Also part and parcel of the history of the Fleet is an action which is also to come on in the Mixed Court. It is a suit for libel at the instance of Mr. Compans, assistant manager of the B. V. F. for the Far East (under the Paris office), against Mr. Lukhmanoff, who, as stated above, is said to be the general manager of the Fleet (under Vladivostok). In this case Mr. Lukhmanoff seeks recovery of all claims against Mr. Compans, and the latter, on the other hand, seeks to have the suit dismissed.

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Lists may be found at:
Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Moutrie
Messrs. Wm. Powell Ltd.
The Hongkong Club
The Hongkong Cricket Club
The Club Lusitano
The Engineers' Institute
The Victoria Recreation
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Recreio
The Craigengower Club

M. J. BAKER
Hon. Secretary War Ministry

Vocalist
Miss B. Meischke

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)	
"HELENUS"	8th Mar. London, Amsterdam & Hamburg
"STENTOR"	11th Mar. London, Amsterdam & Antwerp
"KEEMUN"	23rd Mar. London, Amsterdam & Hamburg
"KINGCHOW"	5th Apr. London, Amsterdam & Antwerp
"THESEUS"	12th Apr. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)	
"ACHILLES"	2nd Mar. Genoa, M'les, L'pool & G'gow
"TELEMON"	16th Mar. Havre & Liverpool
"KT. of the GARTER"	29th Mar. Genoa, M'les, L'pool & G'gow
"IDOMENEUS"	12th Apr. Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)	
"TALTHYBIUS"	16th Mar. Victoria, Seattle, Tacoma and Vancouver
"TYNDAREUS"	6th Apr. "
"PROTESILAIUS"	4th May "

NEW YORK SERVICE

(via Suez or Panama)	
"EURYPYLUS"	3rd March via Suez

HOMeward PASSENGER SERVICE

"STENTOR"	11th March for London
"IDOMENEUS"	12th April for Liverpool
"PYRRHUS"	3rd May for London
"ANCHISES"	10th June for Liverpool
"TEIRESIAS"	7th July for London

For Freight and all Information, Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,
LIMITED.From UNITED KINGDOM,
COLOMBO & STRAITS.The Motorship
"GLENAPP"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th March 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 5th March, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON,
& CO., LTD.

Agents.

Hongkong, 27th February, 1921.

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE
Scheepvaart-Maatschappij
(United Netherlands Navigation
Company.)HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From HAMBURG, AMSTER-
DAM, LA ROCHELLE PALICE,
LISBON, GENOA AND
SINGAPORE.The Steamship
"ALDERAMIN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 4th, March, 1921 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 3rd March, 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.
General Agents.

Hongkong, 26th February, 1921.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
Call Flag "L"Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.Works ... Tol. K.21.
Manager... " K.329.
Secretary... " K.369.
Harbour Engineer... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship
"KITANO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 10th March 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 3rd March, 1921.

A KNIGHT'S FORTITUDE.

A Life's Hard-Work Nullified

On January 10 His Majesty conferred the honour of a Knight Bachelorhood on Mr. William F. Lathlain, Mayor of Perth (W. A.), who has occupied the civic chair in four consecutive years. The dignity is associated with the jubilee of the incorporation of the city. Sir William came to Perth 12 years ago as manager for Messrs. Sargood Brothers, and is now proprietor of the Economic Drapery Stores. He is an ex-President of the Perth Chamber of Commerce. In 1892 he was a groom in the employ of Messrs. Patterson, Laing, and Bruce, of Melbourne, and rose in 18 years to the position of a departmental manager.

On January 13th the Economic Stores provided the biggest fire ever seen in Western Australia and were burnt completely out. Damage, £100,000. When seen after the fire the newly-created knight said:—"Well just at a time when a life's hard work promised to reward me with some ease and comfort, I must start all over again." Sir William and Lady Lathlain were on the eve of a trip to England, which has been indefinitely postponed.

AMERICAN TRADE WITH
THE FAR EAST.Mr. Lamont Reviews
Commercial Conditions.

America's material interests in the Far East are already considerable, and they are growing apace, but she has other interests there which far outweigh the material ones. Alluding first to Japan, I would point out that 10 years ago our total trade with that country was \$88,358,071, states Mr. Thomas W. Lamont, of Messrs. J. P. Morgan and Co. In the year ending June 30, 1920, that same trade had grown to the proportions of \$980,367,933. Of Japan's total export and import trade, approximately 40 per cent. is now with the United States of America. In the year 1919 over 95 per cent. of Japan's valuable trade in silk was with the United States.

As to Japan, I would point out to you that that is a land which, despite its wonderful picturesqueness, the cleverness of its people, their beautiful artistry and artistic instincts, is yet greatly undeveloped. The Japanese are exceedingly anxious to develop their country. They realise that now their roads are very bad. Japan would like to have American capital to assist her in building a system of good roads, in constructing interurban trolley lines. She wants both American capital and American material. The same holds true when it comes to the upbuilding of her factory and industrial system. The future of Japan economically depends upon her development of industry and manufacture. Agriculturally her development is restricted: less than 15 per cent. of her land being under cultivation, the balance of her territory being rocky and mountainous.

Therefore, Japan must become a strong industrial nation and one exporting manufactured goods. To reach that point of attainment she greatly desires, as I say, American capital, materials and co-operation.

Next, take Siberia. That indeed is a region that it will repay our American manufacturers to study and to cultivate. To be sure, at the present time it is under the sway of the Soviet Government. But in Siberia Sovietism is not of the Red type that it has been in Moscow; but is a sober, rather restrained movement. To day it would appear perfectly possible for Americans to trade safely in Siberia. John F. Stevens, the eminent American railway engineer, said to me, "Siberia is one of the great granaries of the world." It has for export great quantities of wheat; hundreds of carloads of hides were waiting means for export, Stevens said. The forests are of immense variety and value. With exportable products that can be made available on such a grand scale, it is manifest that in order to produce those commodities, the very things that Siberia requires are best made in America—harvesting machinery, mowers, reapers, tractors—and then more tractors.

And last we come to China. That, of course, offers the greatest single opportunity for American trade in the Far East. There, we have a chance of doing business not with the 37 million people which form Japan's population, or the 13 million that make up Siberia's, but with 400 million. Our total trade with China ten years ago was a trifle over \$55,000,000. Last year it was over \$371,000,000, but even with that growth of China's total trade the United States had only 16½ per cent. Here is ample room for growth.

ATTENTION LADIES!

OUR FRENCH AGENTS HAVE JUST SENT US A
SHIPMENT OF

PERFUMES & TOILET WATERS

OF THE HIGHEST ORDER.

ALL WELL KNOWN BRANDS ARE REPRESENTED.

MAKE YOUR OWN CHOICE.

THE SINCERE COMPANY, LTD.



NEWS AND VIEWS.

Is the following experience of a correspondent a rare or a common occurrence? (asks the *Daily Chronicle*.)

He severely snubbed the agent who approached him, being of opinion that such a tour would be inconsistent with the dignity of an ex-Premier.

The Kilbride Fresian herd, the property of Messrs. Hamilton Bros., Kessington, Bearsden, has the distinction of owning the first cow in Scotland to produce over 2000 gallons in less than a year.

It is not for lack of temptation that M. Briand has never figured as a lecturer. Some years ago he was offered a guaranteed minimum of £12,000 for a series of lectures in London, Vienna, St Petersburg, and Berlin.

The *Western Daily Press*, of Bristol, contains the following birth notice:—Hall, Master Hall, son of Mr. and Mrs. H. R. Hall, begs to announce his arrival at 24 Court Road, Horfield, on Sunday, January 2, and is doing well.

The furniture is mostly lacquer, some of the chairs being covered in black velvet, and there is a huge Chinese statue in a shrine, lit by one lamp in one corner of the room, the fireplace and doors being of dull black picked out with gold.

A passenger who arrived by train at one of the big London stations handed a light bag to a porter who seemed anxious to carry it; when they reached the end of the platform he tendered a sixpenny bit. The porter handed it back with a grimace. "That won't buy much," said he.

"No" said the passenger mildly; "but if, in the course of a day's work for which you are paid already, you receive a number of sixpences, you can buy a good deal. However, if you're too proud to take it, I'm not too proud to put it back into my pocket." And he did so.

The *Times*, in a leader on the Curzon-Tchitcherin correspondence, says:—"We all want to see Russia restored to her former economic position, but the first step to that restoration is the overthrow of the Dictatorship of the Proletariat which has blasted all wholesome human activities wherever it extends its away."

The *Daily News* says the vice of procrastination which runs through Mr. Lloyd George's Cabinet like a contagious disease is exemplified in the Government unemployment policy. Attempted solutions of the problem are not prospering, and the Government would do well to call on Labour to share more fully in contemplated schemes.

WORLD OF SPORT.

Sir R. W. B. Jardine, who headed the list of winning owners last season, has been somewhat seriously indisposed for some time past.

The Australian Government has arranged that the English cricketers who are on tour in Australia will not have to pay Income-tax.

More than 30,000 people watched girls play football at Old Trafford recently. Dick, Kerr's famous Preston team were playing an eleven from Bath.

The Prince of Wales has consented to become a patron of the Amateur Boxing Association. The president is Mr. J. H. Douglas, father of J. W. H. T., England's cricket captain.

The engagement is announced of Mr. L. P. B. Merriam, M. C. the Blackheath forward, who played "Rugger" for England last season, to Lady Marjory Kennedy, daughter of the Marquess and Marchioness of Ailesa.

A boxing writer, dealing with the Dempsey-Brennan fight, suggests that the champion is not the superman he has been made out to be in America. It has also been suggested that Dempsey let the fight go on to the twelfth round for the sake of the "pictures."

Adam Linton, the eldest brother of the famous Selkirk cricketing family, has been presented with a case of pipes on completing his semi-jubilee as a playing member of Selkirk C. C. He has more "50's to his credit than any other Border cricketer, and is still going strong.

This is what the indomitable Jimmy Wilde said to the trainer before his recent fight:—"When I fought Tancy Lee you had the towel thrown into the ring. Now, I want you clearly to understand that in future, no matter how severely I am being beaten in any contest, you are not under any circumstances whatever to have the towel thrown in. When I am beaten, I want to go down with my colours nailed to the mast. Let the boxer who beats me have the full credit of doing so."

Robert Edgren, first choice as referee for the Dempsey-Carpentier match for the heavy-weight boxing championship of the world, is a distinguished American sporting journalist and sportsman. At one time world's champion at hammer-throwing, Edgren took up boxing, and became one of the crack amateurs, and boxed with Corbett, Fitzsimmons, and Jeffries. In his younger days Edgren played football and was the first man in America to drive a speed boat at

WATER RETURN.

Level and Storage of water in
Reservoirs on Feb. 1, 1921.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1920.	1921.
Tyam	9.3 Below	10.3 Below
Tyam	23.2 Below	20.3 Below
Tyam	6.8 Below	15.7 Below
Tyam	25.10 Below	9.7 Below
Wongai-chung	25.1 Below	25.1 Below
Pokfulam	14.9 Below	15.3 Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1920.	1921.
Tyam	310.47	257.70
Tyam	1.40	N/A
Tyam	150.18	118.80
Tyam	817.10	1,281.15
Wongai-chung	1.90	6.47
Pokfulam	31.51	32.48
Total	1,555.54	1,608.28

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Jan.

	1920.	1921.
Consumption	192.97	222.91 M. gallons
Estimated popu.	277,800	281,400
Consumption per	22.4	20.5
head per day		Gallons

Constant supply in all districts during Jan. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon	Below	Below
Gravitation	Below	Below
Reservoir	Below	Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1920.	1921.
Kowloon	265.62	313.56

Consumption of water in Kowloon in millions and decimals of gallons during the month of Jan.

	1920.	1921.
Consumption	47.29	41.25 M. gallons
Estimated popu.	104,750	106,550
Consumption per	14.5	12.4
head per day		Gallons

The Government Analysts' reports show that the water is excellent quality.

W. CHATHAM.

Water Authority.

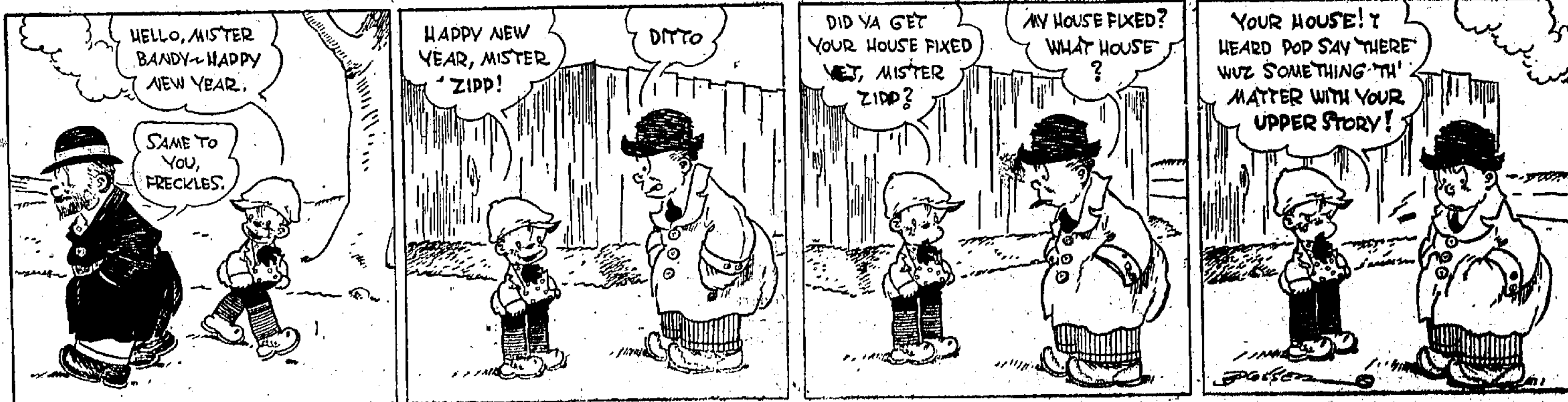
the rate of a mile a minute. Now he has taken to golf, but as yet the best drive he has been able to get off the tee has been less than 300 yards.

The report presented at the annual meeting of the Yorkshire County Cricket Club shows that despite enormously increased cost of county cricket a profit of £651 was made last season after paying bonuses to ground attendants amounting to £1300. Gate receipts totalled £12,719, compared with £7293 for the previous season, roughly 200,000 paying for admission to matches, an increase of more than 87,000. The total amount of gross gate was £12,919. Match expenses accounted for £11,225. Grants of £300 each were made to Sheffield, Leeds, and Bradford clubs, and £100 each to Hull, Huddersfield, Dewsbury, and Harrogate. The club's balance-sheet shows that the Yorkshire club's assets amount to £11,848.

FRECKLES AND HIS FRIENDS

Freckles Means the Attic

BY BLOSSER.



SPARKLING MINERAL WATER.

PYERIS

An exact production of the water of a famous European

Spa—Blends perfectly with Wines and Spirits—

especially Whisky.

"A little learning is a dangerous thing,
Drink deep, or touch not the Pyerian Spring.
There, shallow draughts intoxicate the brain,
and drinking deeply sobers us again."

POPE.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 2, 1921.

ROOM TO GROW.

Mr. Pollock is concerned (and rightly so) for the convenience of Peak residents who find that the service now given by the Peak Tramway Company has become inadequate to meet the growing needs of the Colony. He is asking a question about the matter in to-morrow's meeting of the Legislative Council and if, because of his question, larger trams are placed on the track he will have earned the gratitude of many. But it is not in regard to the Peak tramway service alone that the public services of this Colony need improving. One cannot point to any of our public services and say "There's something that is fully adequate to the times and conditions." That may sound a sweeping statement, but, unfortunately, it is beyond serious contradiction. Our lower trams are not terribly antiquated, it is true, but at times they are hopelessly overcrowded, especially in the native sections. "Strap-hanging" is more often the lot of a native tramcar patron than a seat, and in wet weather the accommodation for Europeans is far too limited. Let us readily recognise that the service is otherwise excellent; the new track gives very comfortable riding, and there is little or nothing to grumble at regarding the frequency of the service. New cars are an expensive matter perhaps, but they will have to come and come quickly if the Tramway Company is going to perform its proper functions under the Ordinance that granted it a monopoly. Take the case of the Kowloon Ferry. Long since has it been recognised that the Star ferry boats ought to be scrapped—at least as ferry boats. Any Kowloon resident can tell the Government of the overcrowding that daily takes place on the upper deck. There is scarcely sitting room on the morning boats, there is not enough room during the tiffin hour, and in the evening when Kowloonites leave business it is often a case of standing. The other evening there were about 200 passengers on the upper deck of one boat alone. The Colony has been promised bigger and better boats, but they are a long time coming and meanwhile there is the inconvenience of it all.

The Colony as a whole needs a clearer realisation that it is growing and that provision must be made for expansion. We have all become far too satisfied with services that were instituted years ago to suit conditions then existing. The native ferry services need enlarging as badly as do the European. Everywhere there is evidence of congestion and cramping. The cry for more business accommodation in the City, for more adequate shipping facilities, for motor buses in Kowloon and for many other needed improvements, proves the truth of the contention that Hongkong has grown too big for itself as at present catered for. We want less of the policy of "can do" and more of the spirit of "must do." One realises that expansion has to be paid for and must, necessarily, always lag a little behind requirements, but there should be enough frankness, also, to realise that at present we are a long way behind in many things. There is a tendency right through the East to regard inadequacies as being inevitable, to put up with makeshifts for much longer periods than we should elsewhere. That tendency should be combated wherever encountered, for it is one that leads to mediocrity and a low level of efficiency.

Give us larger Peak cars, better low-level cars, better ferries—better everything that has grown inadequate—and this British Colony of Hongkong will stand a much better chance in the commercial race that is being run between all the Ports of the East. We shall have to exhibit a progressive spirit if we are even going to progress; we shall have to spend if ever we are going to earn. We wish Mr. Pollock success in any endeavour he may make to improve the service to the Peak and we hope he will lend his heartiest support to anything that tends to improve our services, either to the Peak, on the harbour or in Kowloon. A future generation will thank those whose view is sufficiently liberal to encompass the needs of to-morrow whilst catering for the necessities of to-day.

NOTES & COMMENTS.

Fine Shooting.

Yesterday we made a brief reference to the splendid rifle-shooting record established by Corpl. Grimes in scoring no less than 143 points out of a possible 150 under Bisley conditions. His achievement is certainly a remarkable one, indicating what a fine shot he is. At the moment we have not by us the details of the score registered at Home last year in the 2nd stage of the King's Prize at Bisley, but in 1919 the highest total was 129, which is considerably below Corpl. Grimes' figure. Let us look at another splendid local performance—that of Mr. Goodman, on 23rd November, 1919. Shooting under old Bisley conditions (seven shots each at 200, 500 and 600 yards), with open sights, he registered 103 out of a possible 105—a truly astounding feat. The two points that he lost were on the first shot at the 200 yards and the fourth shot at 600, when he registered "inners." All the rest were "bulls," with a full "possible" at the 500 yards range. These accomplishments by Corpl. Grimes and Mr. Goodman show the shooting talent we have in this Colony, and we should very much like to see Hongkong represented at the next Bisley Meeting at Home. The members of the local Defence Corps team have done remarkably in all their matches, and their display is all the more praiseworthy when we remember that they are shooting with the old short rifle and blunt-nosed ammunition instead of with pointed bullets and rifles zeroed to shoot central.

A Psychological Puzzle.

So prevalent have street accidents become in the United Kingdom that a Safety First Campaign has been organised. In 1918, the last year of the war period, during which (until Armistice Day) lights were obscured, the accidents numbered 37,925. Last year, with normal street illumination, they exceeded 50,000. The explanation given is that people have become increasingly careless through a desire to hurry along. "It is difficult to say why this is so," remarked a Safety First organiser, "and no reason readily suggests itself, unless it be that the post-war stagnation has led to such acute competition for what opportunities are going that people sacrifice everything to haste. Many of the accidents are doubtless due to faults of vehicle drivers, and a test for motor drivers is being advocated. A remarkable circumstance in this connection, and one often noted, is the unpopularity of the metropolitan subways. Early in the century several of these passages were constructed at the most congested points, partly to relieve the pressure, partly for safety. In spite of all the accidents, the subways remain comparatively deserted. For some time after they had been constructed these underground corridors, in the most central positions, were so little used that even City habitues scarcely knew, or at any rate seldom thought, of them. Perhaps people dislike the steps, although the subways are mostly of the shallow type. The matter offers a psychological puzzle. If Londoners were to glance at the table of accidents, they might be converted, for the proportion occurring in the capital is far larger than even its size warrants.

The Last Test Match.

When the M. C. C. team was selected it was almost unanimously voted to be a strong combination, and this impression was confirmed by the way it opened its programme with victories over State teams. Prospects of success in the Test matches looked quite good. And now the "Cornstalks," giving the finishing-touch to their previous sterling play, have accomplished, we believe, an unprecedented feat in winning the whole quintette of representative matches. Speaking without the book, we do not think any side had ever previously won all the Test matches, even when they were limited to three. To do so in the longer series is a phenomenal achievement—the more so as, despite the outcome, it cannot well be gainsaid that the visiting team is a strong, and even a powerful, one. Taking the players on their reputations, the chances were certainly in favour of the M.C.C. While the latter included players of world-wide fame, there were hardly any participants among the home side whose names chal-

DAY BY DAY.

CHILDREN HAVE MORE NEED OF MODELS THAN OF CRITICS.—*Joubert.*

Yesterday's health return shows one fatal case of small-pox (Chinese).

The remains of a Chinese who was accidentally killed yesterday, whilst at work on the reclamation at Kowloon Tong, were removed to the Kowloon Mortuary.

Capt. G. E. Stewart, who has been such a prominent personality in the Volunteer movement in Hongkong, has been transferred to Amoy to take charge of Messrs. Butterfield and Swire's interests there.

The March number of *The Rock* is out—and a most interesting one it is. Besides notes and comments, Kowloon notes and numerous articles and poems of an engrossing character, there is a valuable contribution by the Hon. Mr. Lau Chu-pak setting forth the Chinese viewpoint on girl "slavery" in Hongkong, in which he argues that no alteration in the system is possible or desirable as yet.

Commenting on the K. R. A. annual meeting, *The Rock* says:—A singular omission from the Vice-Chairman's speech was the silence in connection with the sub-committee appointed to consider ways and means for the erection of a jubilee memorial hall in the Peninsula. Allusion was made in a vague sort of way to the prospect of a hall being secured in five years from now. How the money for the building is to be raised and whether it is destined to commemorate the jubilee of Kowloon, the speaker made no mention. The public will be anxious to know whether the Memorial Hall Sub-Committee has met at all and, if so, what is the progress of its labours.

RETIREMENT.

A Popular Government Servant.

A well-known and highly respected member of the Indian community in Hongkong, in the person of Khan Sahib Hasham Khan, is about to leave the Colony on retirement from Government service, by reason of ill-health. Coming to the Colony when a boy, he received his education at Queen's College and entered the Government service in the Post Office Department in October, 1900. He was made a postal marine officer in 1906, was transferred to the Magistracy in 1916, and in 1918 was appointed to the Money Order Department, where he has since served. During the war he did good service in connection with the censorship and he holds the title of Khan Sahib, conferred upon him in 1918 by the Viceroy of India—a high distinction held by no other Indian in the Colony. He was a very keen and hard-working member of the Hongkong Police Reserve, in which he held the rank of Crown Sergeant. He comes of a family well known for its loyalty to the British Empire, two of his brothers having served in the Army with distinction during the war, one of these being the Honourable Captain Aab Khan, Sirdar Bahadur, I.O.M., a member of the Imperial Legislative Council of India.

Khan Sahib Hasham Khan leaves by the Kumsang for Calcutta, and he will carry with him the best wishes of many friends for long life and prosperity.

lenged comparison with those of the great figures in Australian cricket—though they may do so before long. Eminent amongst the younger generation, Collins, Kellaway, Gregory and others had given a sample of their quality while in England with the I. A. F. team, and their prowess against the M. C. C. will ensure keen interest in the Old Country when they reappear there in a couple of months' time.

FLOWER SHOW.

A Blaze of Colour.

The annual flower and vegetable show held under the auspices of the Hongkong Horticultural Society took place in the Botanical Gardens to-day. From the point of view of entries the show was not up to the high standard attained last year, but the trying conclusion of the season was solely responsible for the falling off. It can be truly said that never has there been a better display of blossom, the quality of all the pot plants and flowers being extremely high. The long dry, sunny season has been favourable, even though the last few days of warm, humid weather has tended to rush the growth. Hongkong's flower show is always a blaze of magnificent colouring and the picture presented this year was up to anything that has been known before. The actual number of entries was not so large, but this was more than compensated for by the quality. The disappointing section of the show was that for vegetables. The number of entries from the Peak was extremely small, and the quality distinctly poor. The judges must have had a hard task to award prizes where there was very little merit in so doing. In the Open classes there was a much better display, though even here we have seen better quality and greater numbers. The table decorations—always keenly contested by the ladies—were for the most part effective and dainty, though there was again a tendency to overcrowd. Cut flowers were really magnificent and if for nothing else than the display here the show was worth a visit.

In aid of the North China Famine Relief Fund a sale of flowers was held, for which roses were given by Mr. Nicholson, sweet peas by Mrs. T. E. Pearce and other flowers by Mr. Ho Kom Tong.

The duties of judging the exhibits were discharged by Mr. L. N. Leefe, Mr. Henry Humphreys, Mr. M. E. Fairley, Mr. A. F. Aucott, Mr. H. W. Bird, Mrs. Montague Ede, Mr. H. T. Green and Mr. A. Nicoll. The secretary duties were in the capable hands of Mr. L. Gibbs. The prizes were due to be presented by Lady Stubbs this afternoon.

PRIZE LIST.

The Prize List was as follows:—

POT PLANTS.

(Open to all except Peak Gardens and Chinese market gardeners.)

Marguerites.—1, U. S. R. C.; 2, Sir Paul Chater; Award of merit, Repulse Bay Hotel.

Nasturtium.—1, U. S. R. C.; 2, Sir Paul Chater.

Salvia.—1, Hongkong Club; 2, Mr. G. M. Shaw.

Annuals or plants raised from seed the same season (excluding Nasturtiums).—1, Sir Paul Chater; 2, Mr. Ho Kom Tong; Award of merit, Hon. Mr. Ho Fook.

Annuals or plants raised from seed the same season and not included in Classes 1 to 3 and 6 to 7.—1, Mr. Ho Kom Tong; 2, Hon. Mr. John Johnstone.

Arunas.—1, U. S. R. C.

Antirrhinums.—1, Mr. Ho Kom Tong; 2, Mr. Chan Kang Yue; Award of merit, Hongkong Club.

Begonias.—1, Hongkong Club; 2, Mr. Ho Kom Tong; Award of merit, Mr. Chan Kang Yue.

Double Geraniums.—1, Mrs. Jordan; 2, Sir Paul Chater.

Single Geraniums.—1, Sir Paul Chater; 2, Mr. Ho Kom Tong.

Ivy-leaved Geraniums.—1, Sir Paul Chater.

Cactus and/or Peony Dahlias.—1, Lady Ho Tung; 2, Mr. Ho Kom Tong; Award of merit, Sir Paul Chater.

Dahlias (other than Cactus or Peony).—1, Lady Ho Tung; 2, Sir Paul Chater.

Heliotropes.—1, Ladies' Recreation Club; 2, Sir Paul Chater.

Petunias.—1, Sir Paul Chater; 2, Kowloon Cricket Club.

Verbena.—1, Kowloon Cricket Club; 2, Repulse Bay Hotel; Award of merit, Hon. Mr. John Johnstone.

Linaria.—1, Sir Paul Chater; 2, Hon. Mr. Ho Fook.

Clarkia.—Award of merit, Mr. Ho Kom Tong.

Sweet Peas.—1, Lady Ho Tung; 2, Sir Paul Chater.

Dianthus.—1, Mr. Ho Kom Tong; 2, Hon. Mr. John Johnstone; Award of merit, Repulse Bay Hotel.

Carnations and/or Picotees.—1, Sir Paul Chater; 2, Mr. Chan Kang-yue; Award of merit, Mr. J. E. Joseph.

Maiden Hair Ferns.—1, Lady Ho Tung; 2, Mr. Ho Kom Tong; Award of merit, Miss M. Loureiro.

Ferns.—1, Mrs. Jordan.

Asparagus Ploemus.—1, Mr. Ho Kom Tong.

Mignonette.—1, Mr. Ho Kom Tong; 2, Lady Ho Tung; Award of merit, Hon. Mr. John Johnstone.

French Marigolds.—1, Mr. Ho Kom Tong; 2, Repulse Bay Hotel.

Nasturtium (Dwarf).—1, Hongkong Club; 2, Sir Paul Chater.

Pansies and/or Violas.—1, Hon. Mr. John Johnstone; 2, Mr. Ho Kom Tong.

Violas.—1, Hongkong Club; 2, Mrs. Jordan; Award of merit, Mr. G. M. Shaw.

Cinerarias.—1, Mr. F. E. Ranger.

Stocks.—1, Hon. Mr. Ho Fook; 2, Mr. Ho Kom Tong.

Primula.—1, Mr. Ho Kom Tong; 2, Lady Ho Tung; Award of merit, Sir Paul Chater.

Any plants.—1, Mr. Ho Kom Tong; 2, Miss Ruth O. McElderry. (FOR PEAK GARDENS ONLY.)

Marguerites.—1, Mr. Moxon; 2, Mrs. R. J. Hall.

Nasturtium (Tall).—1, Sir Robert Ho Tung; 2, Mr. J. A. Plummer.

Salvia.—1, Mrs. A. Denison; 2, Mr. W. Sinclair.

Annuals or plants raised from seed the same season (excluding Nasturtiums).—1, Mr. T. E. Pearce; 2, Mrs. Moxon.

Annuals or plants raised from seed the same season and not included in classes 39 to 41 and 44 to 75.—1, Dr. Forsyth.

Arunas.—1, Mr. R. J. Hall; 2, Sir Robert Ho Tung.

Antirrhinum.—1, Mr. L. N. Leefe; 2, Mrs. A. R. Lowe.

Begonias.—1, Mr. J. A. Plummer.

Cactus and/or Peony Dahlias.—Award of merit, Commodore Bowden Smith.

Heliotropes.—1, Mr. J. A. Plummer; 2, Mr. L. Yates.

Double Geraniums.—1, Mrs. Dyer; 2, Dr. Forsyth.

Single Geraniums.—1, Mr. L. Yates; 2, Mr. J. A. Plummer.

Petunias.—1, Sir Robert Ho Tung; 2, Mr. T. E. Pearce.

Linaria.—1, Mrs. Moxon; 2, Mr. J. A. Plummer.

Verbena.—No first; 2, Mr. J. A. Plummer.

Larkspurs.—Award of merit, Mrs. Dyer.

Phlox Drummondii.—1, Sir Robert Ho Tung; 2, Mr. W. Sinclair.

Freesia.—1, Sir Robert Ho Tung.

Nasturtium (Dwarf).—1, Mrs. Denison; 2, Mrs. A. R. Lowe.

Roses.—No first; 2, Mr. J. A. Plummer.

Dianthus.—1, Mr. W. Sinclair.

Maiden Hair fern.—Award of merit, Mr. T. E. Pearce.

Mignonette.—1, Mrs. A. Denison; 2, Mrs. Dyer.

French Marigolds.—1, Sir Robert Ho Tung; 2, Mr. L. Yates.

Pansies and/or Violas.—1, Mr. T. E. Pearce; 2, Mr. R. J. Hall.

Violas.—1, Mr. J. A. Plummer; 2, Mr. W. Sinclair.

Stocks.—Award of merit, Mr. T. E. Pearce.

Primula.—Award of merit, Mrs. Pollock.

Other Plants.—1, Dr. Forsyth; 2, Mr. J. A. Plummer.

Leeks.—1, Kowloon Cricket Club; 2, Mr. Ho Kom Tong; Award of merit, Hongkong Club.

Potatoes.—1, Mr. Ho Kom Tong; 2, Lady Ho Tung.

Radishes.—1, Sir Paul Chater; 2, Hongkong Club; Award of merit, Mr. G. M. Shaw.

Beets.—1, Mr. G. M. Shaw; 2, Kowloon Cricket Club; Award of merit, Mr. Ho Kom Tong.

Celery.—1, Hongkong Club; 2, Mr. Ho Kom Tong; Award of merit, Mr. G. M. Shaw.

Tomatoes.—1, Mr. L. Gibbs; 2, Hongkong Club; Award of merit, Mr. Ho Kom Tong.

Peas.—1, Lady Ho Tung; 2, Mr. Ho Kom Tong; Award of merit, Sir Paul Chater.

French Beans.—1, Mr. Ho Kom Tong; 2, Lady Ho Tung; Award of merit, Mr. G. M. Shaw.

Marrows.—1, Lady Ho Tung; 2, Hongkong Club.

(PEAK GARDENS ONLY.)

Collection of Vegetables.—1, Mr. J. A. Plummer; Award of merit, Mr. L. Yates.

Cabbages.—1, Mr. R. S. Hall; 2, Mrs. A. Denison; Award of merit, Matilda Hospital.

Savoy Cabbages.—1, Matilda Hospital; 2, Sir Robert Ho Tung; Award of merit, Matilda Hospital.

Cauliflowers or Broccoli.—1, Dr. Forsyth; 2, Sir Robert Ho Tung; Award of merit, Matilda Hospital.

Lettuces.—1, Sir Robert Ho Tung; 2, Mr. W. Sinclair.

Lettuces (Cos).—1, Matilda Hospital; 2, Mr. L. Yates.

Kohl Rabi.—1, Matilda Hospital.

Turnips.—1, Sir Robert Ho Tung; 2, Mr. L. Yates.

Carrots.—1, Matilda Hospital; 2, Sir Robert Ho Tung.

Onions.—1, Matilda Hospital; 2, Sir Robert Ho Tung.

Leeks.—1, Mr. L. Yates.

Potatoes.—Award of merit, Sir Robert Ho Tung.

Radishes.—1, Sir Robert Ho Tung; 2, Mr. L. Yates.

Beets.—1, Sir Robert Ho Tung; 2, Matilda Hospital; Award of merit, Com. Bowden Smith.

Celery.—1, Mr. L. Yates; 2, Dr. Forsyth.

Tomatoes.—1, Mrs. A. Denison; 2, Sir Robert Ho Tung; Award of merit, Mr. L. Yates.

Peas.—1, Dr. Forsyth; 2, Sir Robert Ho Tung; Award of merit, Mrs. A. Denison.

French Beans.—1, Mr. R. J. Hall.

CUT FLOWERS.

(Open to all, except Peak Gardens and Chinese Market Gardeners.)

12 Bunches of Cut flowers.—1, Lady Ho Tung; 2, Mr. R. S. Nicholson; Award of merit, Mr. G. M. Shaw.

Sweet Peas.—1, Mr. Ho Kom Tong; 2, Hongkong Club.

Antirrhinums.—1, Mr. Ho Kom Tong; 2, Sir Paul Chater; Award of merit, Lady Ho Tung.

Red or Pink Roses.—1, Mr. R. A. Nicholson; 2, Mr. G. M. Shaw.

White or yellow Roses.—1, Mr. R. A. Nicholson; 2, Mr. Ho Kom Tong.

Roses (any colour).—1, Mr. R. A. Nicholson; 2, Hon. Mr. Chan Kang-yue.

Carnations or Picotees.—1, Sir Paul Chater; 2, Mr. Chan Kang-yue; Award of merit, Mr. R. Baker.

Cactus or Peony Dahlias.—1, Sir Paul Chater; 2, Mr. R. A. Nicholson; Award of merit, Lady Ho Tung.

Other Dahlias.—1, Mr. R. A. Nicholson; 2, Lady Ho Tung; Award of merit, Hongkong Club.

Mignonette.—Award of merit, Lady Ho Tung.

Nasturtium.—1, Mr. R. A. Nicholson; 2, Mr. G. M. Shaw; Award of merit, Repulse Bay Hotel.

Pansies.—1, Lady Ho Tung; 2, Mr. Ho Kom Tong; Award of merit, Sir Paul Chater.

Violas.—1, Hongkong Club; 2, Mrs. Jordan; Award of merit, Mr. Ho Kom Tong.

(Peak Gardens Only.)

6 Bunches of Cut Flowers.—1, Mr. T. E. Pearce; 2, Mrs. A. R. Lowe.

Sweet Peas.—1, Mr. T. E. Pearce; 2, Mr. L. N. Leefe.

Red or Pink Roses.—1, Mr. T. E. Pearce; 2, Mrs. A. R. Lowe.

White or Yellow Roses.—1, Mr. T. E. Pearce.

Roses (any colour).—1, T. E. Pearce.

Cactus or Peony Dahlias.—1, Sir Robert Ho Tung.

Nasturtium.—1, Mr. L. Yates; 2, Sir Robert Ho Tung.

Pansies.—1, Mr. W. Sinclair; 2, Matilda Hospital.

Violas.—1, Matilda Hospital.

GENERAL EXHIBITS (OPEN).

Ladies flower sprays and Gent's Button-Holes.—No award.

Cut Roses.—1, Mr. R. A. Nicholson.

Decorative Vase of Cut flowers.—1, Mrs. Harrington; 2, Mrs. Bell Irving.

(Continued on Page 7.)

NOTICE.

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FLOWER SHOW.

(Continued from Page 6.)

Table decoration.—1, Mrs. Compton; 2, Mrs. Harrington; Award of merit, Miss M. Loureiro. Display of cut flowers.—1, Mr. R. A. Nicholson; 2, Mr. Ho Kom Tong; 3, Repulse Bay Hotel. Hyacinths.—1, Matilda Hospital; 2, Repulse Bay Hotel; Award of merit, Hongkong Club. Narcissus.—Award of merit, Mr. W. Sinclair. Group of Bulbs.—Award of merit, Mr. W. Sinclair. Pots of annuals or plants raised from seed same season.—1, Mr. Ho Kom Tong; 2, Lady Ho Tung; Award of merit, Sir Paul Chater.

AVIATION NOTES.

(By "Meteorite.")

Reports from Japan tell of great activities among those interested in aviation, and the latest project in course of consideration is the linking of the capital with Shanghai by an aerial mail service. Such a project if realised will have great influence on the progress of aviation in the Far East. There is a strong current of traffic between these two centres of industrial activity, and the moral results derived from a successful operation of the service will do much to dispel doubts entertained in some quarters as to the lucrativeness to be secured from this form of transport. In the first place an aerial service of the extent of such a scheme will more than reward itself in the advantages it possesses of being able to give quick transit between these two cities, so distantly separated from each other by the whole width of a sea. At the same time, the possibilities of these two places becoming the respective discharging points for the future aviation systems of the two countries must not be overlooked. There are indications that in this matter a friendly spirit of co-operation is entering into the arrangements of the two countries. Let us hope that it will make itself perceptible when the critical time comes of putting the project into execution, as only with the mutual assistance extended on friendly grounds, can a project of the character of the one under review meet with success.

What are intended to be the largest aeroplane workshops in the Orient will shortly be established at Nagoya under the reputed auspices of the Mitsubishi and other influential concerns who are financially interested in the scheme. The first dirigibles to be put on the Shanghai-Tokyo mail service are to be constructed and delivered from these works.

Electric cooking by a specially constructed apparatus in the passenger carriage is the latest innovation introduced into the equipment of passenger-carrying dirigibles. In the twin passenger airships, the R36 and R37, which are to be completed and launched for flight this month, this convenience is presented along with other comforts usually met with on a marine ship. In view of the high altitude on which these monsters fly, it is more than likely that other uses than that of cooking will be found for it by the passengers.

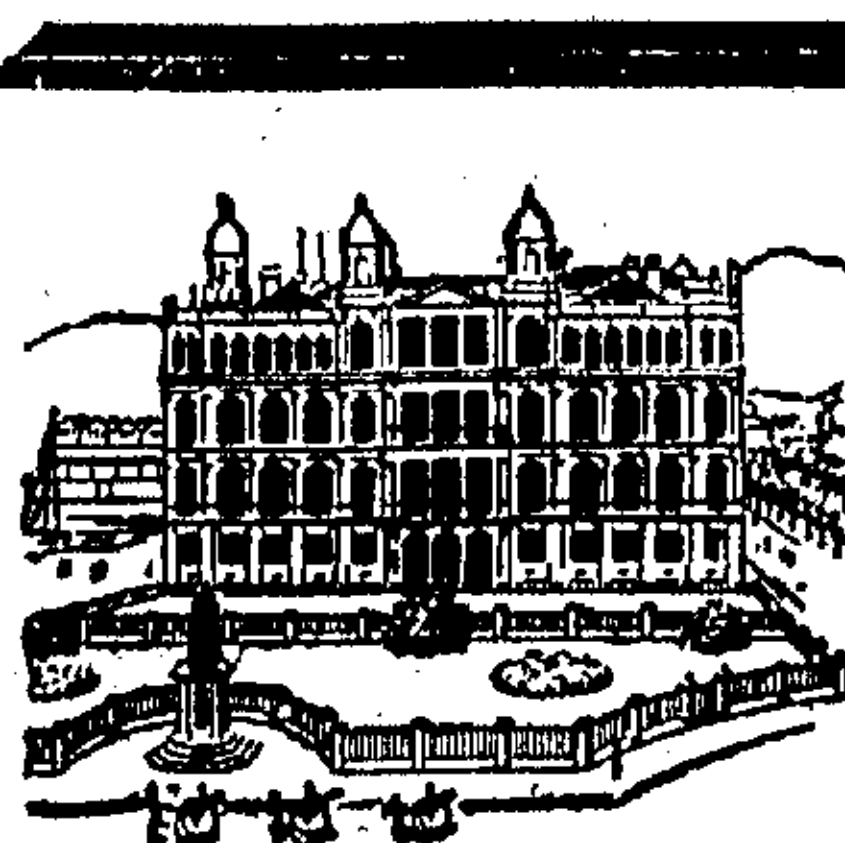
Cranky people, particularly those afflicted by the desire of publicity given by some eccentric action, sometimes resort to methods, startling enough, to gain the desired object. In the wedding recently reported from America as having taken place on an aeroplane in flight, such ideas have, in more sense than one, received an elevation, and brought into the clouds of hazy flight. The question which immediately concerns me is: How did the particulars of the registrar go in regard to this wedding? Will it be stated as having taken place in an aeroplane, and in what country? Perhaps the wisest course is to rule that the atmosphere is the property of the country that lies under it can give enlightenment on this knotty point.

A news-letter which reached me last week says that the Chief of Air Service, of the U. S. Army, officially announces that on February 22, 1921, an attempt was to be made to cross the United States by airplane within

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COMPANY REPORT.

China Provident Loan and Mortgage Co., Ltd.

Subject to audit, the General Managers and Consulting Committee will at the forthcoming meeting of shareholders recommend the following allocation of profits:—
To place to Reserve Fund ... \$ 30,000.00
To pay a bonus to staff ... 2,286.50
To pay a dividend of 8 per cent. or 80 cents per share ... 100,000.00
To carry forward to the credit of next year's account ... 10,006.48

PRIMATE TO ATTEND NATIONAL FREE CHURCH COUNCIL.

The Archbishop of York will be present at the annual assembly of the National Free Church Council, which will be held in Manchester from March 7 to 10.

a period of 24 hours. The route chosen extends between Florida and Southern California. The distance flown will be 2079 miles. There will be two participants in this flight. It is believed that this flight will produce records of performance which will be of extreme interest in the furtherance of both commercial and military aeronautics and will be the first in history in which the United States has been completely traversed in so short a period of time.

HARBOUR FIRE.

T.K.K. Liner's Cargo Involved.

Fire broke out in the between decks of the afterhold of the T.K.K. liner Korea Maru this morning at 8.20 amongst a cargo of hemp. Soon afterwards a general call was sent through to the Fire Stations of the Colony and two floats were quickly manned and alongside the vessel. A dense volume of smoke ascended from the uncovered hatch of the afterhold, and gave the impression that a fierce outbreak had started. Under the supervision of the Harbour Master (Lieut. Hake) and the Assistant Superintendent of Police (Mr. Burlingham) a large volume of water was poured into the hold from the floats which for greater convenience in management were stationed on each side of the vessel. Firemen were sent down to locate the fire, but after some time the heat and volume of smoke became too intense to permit of further operations inside the hold except from the hatch cover. There were some 300 bales of hemp taken aboard at Manila and with the hold well-filled with this inflammable material the fire was prolonged well into the afternoon, without signs of diminution. The hold was well-flooded with water, but beyond the immediate measures taken to deal with the outbreak, it was not thought necessary to remove the other cargo of the ship.

Instantaneous combustion is said to have been the cause of the fire, which appeared to be under control at the time of writing. The local office of the T.K.K. inform us that the Company desires to express thanks to the sailors of the Tamar and Carlisle and another British naval boat who rendered much valuable service in assisting the crew of the boat. The actual extent of the damage will not be known until to-morrow morning when a proper survey will be made. At the moment it is thought that the sailing date of the vessel will not be altered.

NOTICE.

J. T. SHAW

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RING UP—2230.

K.C.C. GOLF.

The "Mead" Shield.

The final of the above competition was played on Sunday (36 holes) over the King's Park course. This shield has been presented by the Club to perpetuate the memory of the late Mr. J. H. Moore Mead and is to be competed for annually under Championship conditions. The first honour falls to Mr. D. S. Mackenzie, who beat Mr. B. D. Evans in last Sunday's final by 8 up and 7 to play. Mr. Evans lost a good many holes in the morning by not

having the knowledge of the green his opponent has; he improved in this respect in the afternoon. At the turn he was 9 down. He played pluckily after that and was a good round for the first 9 holes of 40 reduced his opponent's lead.

Mr. Mackenzie is to be congratulated upon being the first to have his name inscribed on the shield which on Sunday's play he justly deserved. His driving from the tee was the main feature of the game.

1920 BOGEY COMPETITION.

By beating Mr. J. Parkes in the replay (they tied the Sunday before) Mr. J. Stalker secured this trophy on Sunday last.

FASCINATING NEW BLOUSES



White Blouse with Vestee and Cuffs of Contrasting Hue



Tailored Blouse of Fine Linen with Tucks and Tiny Pleated Frills



A Graceful Tie-Back Model of Soft Silk and Georgette



Blouse of Cream Venise Lace on Ecru Chiffon

MODES OF THE MOMENT.

Many of the French blouses for spring have the high neckline. This is combined with saucy, short sleeves and gives 1921 blouses quite a different and piquant look. The high, close collar combined with an elbow sleeve is distinctly new, and has that special smartness that any very new and different mode always has at the beginning of a season. A French tie-back blouse in gentian blue silk crepe has a tall stock collar finished at the top with a narrow pleated frill of white net. The elbow sleeves (set into armholes), have pleated frills of the crepe and under them pleated net frills—a very soft and dainty effect. The blouse and the tall collar button at the back with round crocheted buttons and tiny cord loops.

Linen blouses are made in the same way, with elbow sleeve and tall stock collar and fastening down the back. One of these blouses, made entirely by hand, has hand-pintucks across back and front and hemstitched epaulets extend down over the shoulders, between the tucked sections at back and front. A panel, outlined with hemstitching separates the groups of tucking on the front of the blouse, and at the back there are hemstitched edges which fasten with small buttons and loops. These buttons and loops continue all the way up the tall collar which is tucked vertically, the tucks being left loose to form a tiny frill along the top. This is a very smart blouse; its simplicity, the beautiful hand sewing and the sheer, fine linen material making it distinguished.

COLLAR TIED TOGETHER WITH RIBBON.

Sometimes Paris compromises with the high neckline by putting a tall collar at the back, dropping a frill over it and down the front of the blouse, and tying the frill together at the throat with a narrow cravat. This effect is shown in one of the blouses pictured. This is a new model that has special style and interest. The blouse is a slip-on, with an opening far down the front. After the blouse has been slipped over the head by means of this deep slash at the front, the little vestee is snapped into place at one side. The blouse is made of white crepe de chine and the vestee and band on the sleeve are of strawberry pink Georgette; used double so that the colour is soft yet vivid. Bell sleeves, are set into armholes, and pleated frills at the flaring edge of the sleeve. The blouse has a tall collar at the back, hidden under the softly tumbling frill of pleated crepe de chine, and the front edges of the collar are held up firmly against the throat by a tiny cravat of picot ribbon.

This blouse is very smartly worn, with a graceful low-waistline effect. Most women wear the belts of their skirts too tight and raise the skirt too high over the blouse, giving their figures a chunky, shortwaisted effect. The skirt belt should be extremely loose and the waistline dropped as low as possible. If the

blouse is accompanied by a sash of its own material, as this white crepe de chine model is, so much the better for lines of grace. The white blouse is worn with a skirt of white linen, tucked all the way up in three inch tucks and opening down the front under a wide fold.

TIE-AROUND MODELS OF SOFT SILK.

Paris may try to bring in high collars and down-the-back fastenings, but woman is not going to give up the comfortable, graceful tie-around blouse until she has to.

One of the most attractive tie-around blouses of the season is pictured—just a kimono blouse, made of soft silk and with a row of small buttons on a rather oddly shaped vest. But there is a great deal of style in the simple arrangement of vest, buttons and collar contrast. The blouse is of rose mauve and grey printed silk of very soft quality and the vest, cuff and sash are of grey Georgette, with a line of rosy mauve, glass buttons down the vest. The pronounced widening of the vest toward the waistline would not be becoming to a full figure but on a slender woman the effect is smart and graceful, the vest extending backward at the sides to form a soft sash. The cuffs are straight bands of the Georgette picot edged and allowed to droop in longer length at the back. The Georgette is just sheer enough to show the pattern of the silk under the vest, and the blouse droops down over the skirt in graceful drapery at the front.

Similar models are offered in batik work, the batik design showing through a vest of plain chiffon. Some of the batik blouses are rarely beautiful and they are among the most expensive models.

VEST EFFECTS A FEATURE.

Panels of one sort or another, giving the vest effect, are a notable feature of new blouses. The one shown is of ecru chiffon with a vest-panel of ecru Venise lace, the panel attached at the waistline to a narrow belt of chiffon.

The lace vest is slashed down the front and turned back to form part of a sailor collar, the back of the collar is a straight strip of the lace sewed along the turned-back edges of the vest. Narrow Venise trims the collar all around and runs down the sides of the vest, and the sleeves are bordered with the narrow lace which outlines a slash at the outer side of each sleeve.

BEADED TUNICS FOR LARGE FIGURES.

The larger woman sticks to the very becoming straight blouse in chemise or tunic style and has this straight blouse of chiffon weighted with bead embroidery. The model pictured is of pale grey chiffon embroidered with blue iridescent beads. The grape clusters are done with darker grey silk. This blouse has a very smart sleeve, slashed and draped up to show a separate undersleeve.

FASHION NOTES.

Evening slippers decorated with feathers instead of buckles represent one of the newest ideas in the shoe world, and the latest use to which feathers are being put. All sorts of wee plumage can be utilised, and the nimble fingered girl can renovate old shoes at a very little expense.

One-sided effects are extraordinarily popular just now. Every possible one-sided idea has been introduced into frocks, and now the hair ornament even is affected. A very smart society woman was recently seen wearing a simple bandeau of this description, which could very easily be made at home.

Experts in coiffure are responsible for the rumour that in 1921 bobbed hair will be seen on the heads of real children only, and that the women of divers ages round and about 50 who have been imitating the styles of the nursery will be their real dignified

selves again, with their curly forehead pieces and chignons, and ribbons and tortoiseshell ornaments superadded.

Some kind person has produced hair-brushes with aluminium backs treated in such a way that they cannot tarnish. These brushes are, of course, much cheaper than silver, and one can well imagine those who possess silver brushes envying the girl with aluminium ones when cleaning time comes round. They would be ideal for Hongkong where silver tarnishes so quickly.

The narrow foundation of the bandeau was covered with flame-coloured velvet to match the frock, the front being shaped very slightly in the Russian style. Rows of brilliants were attached to the left half only of the bandeau, extending from the centre point to the middle of the back. A single strand of horse-hair aigrette separated each row of brilliants and softened the severity of the stiff bandeau considerably. The other side was left completely without decoration.

FAMOUS CINEMA STARS.



XI: MISS DOROTHY GISH.

MODERN PORTRAIT DRESS.

Present-day Tendencies.

Artists have given their approval to "bobbed" hair as a standard fashion. Although "bobbing" is now considered by the hairdressers to be out of date, its aesthetic points were made patent to any visitor at the private view at the National Portrait Society's Exhibition at the Grafton Galleries. It is no exaggeration to say that at least seven out of ten of the portraits of women showed short-haired sitters—these were among the most charming of the portraits, too. E. Barnard Lintott, Ambrose McEvoy, Louis Thomson, Harold Knight, Walter W. Russell, Gerald F. Kelly, Augustus John, William Strang, Flora Lion, and John Collier are some of the artists who are distinct advocates of the hair-bobbing fashion.

Another noticeable feature of the exhibition was the absence of evening dress in the portraits of women. Beads, amber and jade especially, are the only jewels permitted to the woman who sits for her portrait. Dark blue frocks, with a tiny suspicion of white frilling at the neck, scarlet and white jumpers, little fur trimmed coats, a simple striped voile frock, and a long plaid travelling cloak have replaced the conventional white satin and black velvet of former days.

The careless rather Bohemian dress and modern poses of the subjects of most of the portraits contrast strangely with the dignified and restrained dressing and coiffure shown in the portraits of Queen Alexandra by X. Winterhalter, which has been lent by the Queen Mother from Marlborough House.

The new net veils are very large, large enough to swathe the hat and hang down the back. They are coarse and open. The smartest are the square mesh fillet or octagon shaped fish-net veils with a border of chiffon. The favourite colours are brown and taupe.

WEDDING RINGS.

The Latest Designs.

Ten years from now if you happen to wear a plain gold band around your wedding finger everybody will know you are not as young as you look and that your nuptials date back to the day when plain gold bands were the fashion. All the new wedding rings are carved in beautiful and symbolic designs, the carving done by hand—the work of skilled craftsmen in the art. Or by women—for a great deal of the handsomest hand-carved jewelry is turned out by feminine hands.

Few wedding rings of exclusive style are of shining yellow gold now—all that belongs to the past it seems. The modern wedding ring is very often of platinum; because a really smart engagement ring now is of platinum; and a gold wedding band spoils the pure white gleam of the platinum engagement circlet. White gold looks very like the fashionable platinum and is much less expensive, and green-gold wedding bands also are fashionable. The orange blossom design is naturally the favourite for wedding rings, but the fine carving frequently shows wedding bells, lovers knots and even tiny cupids of love nestling among orange blossoms. A wedding ring of recent date is of green gold with raised carving representing lily of the valley bells, and is a very beautiful specimen of the craftsman's art. Some modern wedding rings of platinum are set with sunken diamonds all around the circlet, but most brides prefer the band of gold or platinum, exquisitely carved and unset with jewels.

White is going to be the rage and many of the most expensive types of costume are expressed plentifully in white—always a sure sign. There are white silk sport suits, white silk sweaters, white linen frocks, white sport hats of authoritative make, white kid buttoned boots, white silk wraps with white fringe and white parasols.

FASHION NOTES.

For the girl who has to think twice before she adds to her wardrobe there could be no more kindly invention than the feminine "dinner jacket." They are slipped on over even the most frivolous dance frock and transform it into a dignified dinner dress. They can be made of brocade, embroidered or brocaded ninon velvet or georgette, and are often trimmed with tiny borders of fur, or possibly marabout. Most of them are just little magyar coats which require only the slightest of skill to manipulate.

A USEFUL GOWN.



The dress pictured above is a soft lustrous satin with the skirt all in one piece, the two ends of the material coming together in a jabot at the center back. At the sides, the satin is folded to half its length and draped diagonally across the front.

A few velvet flowers are tucked into the ribbon belt of the plain, kimono-like bodice, and

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T. KRING,
Superintendent.
Hongkong, Feb. 23, 1921.

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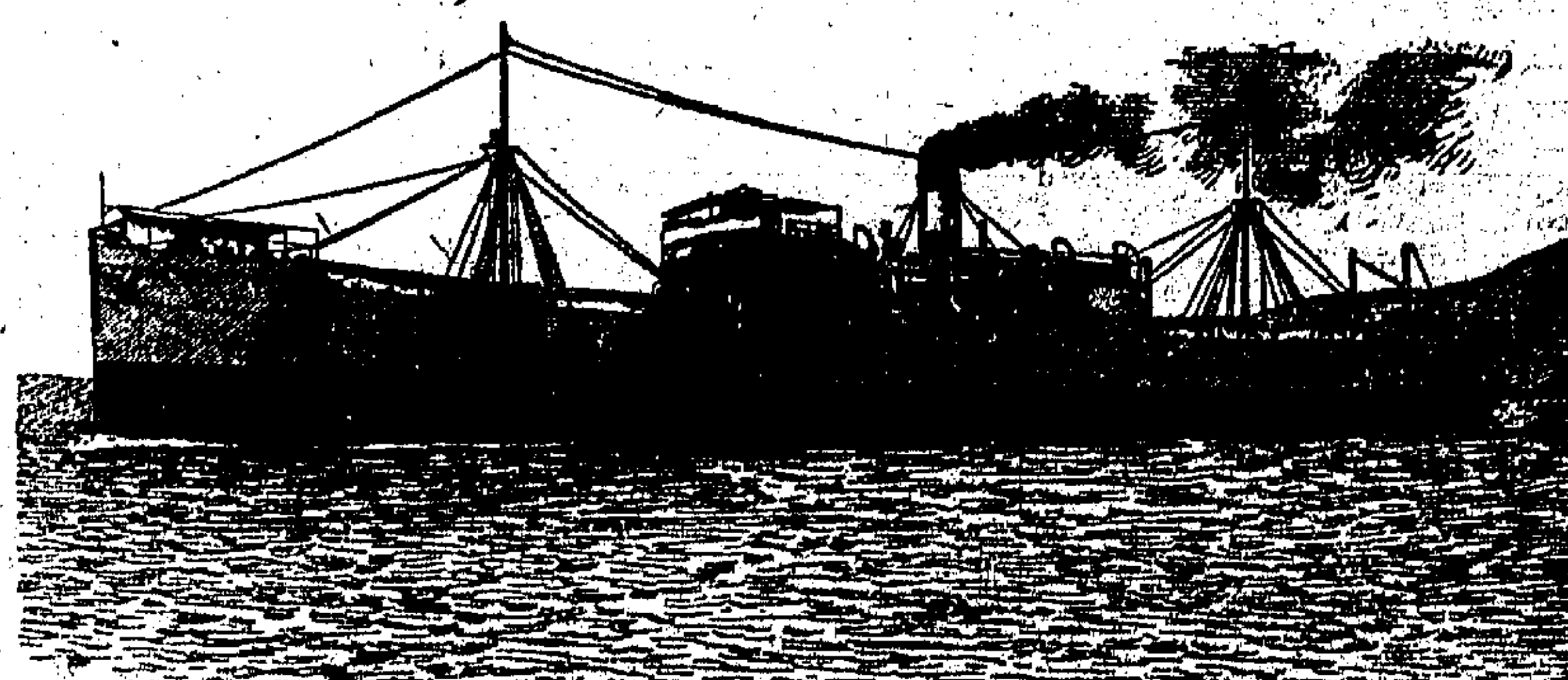
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CALCUTTA & RANGOON via Singapore & Penang.

TOYOOKA MARU ... Sunday, 6th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Thursday, 3rd March, at 11 a.m.

WAKASA MARU ... Monday, 7th March.

HEIJIN MARU ... Tuesday, 15th March.

INABA MARU ... Friday, 18th March, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilatjap	Hongkong	* in port	5th Mar.	Java
Tjitaroom	Java	11th Mar.	15th Mar.	Japan
Tjiluwong	Shanghai	11th Mar.	13th Mar.	Java
Tjileboet	Japan	17th Mar.	21st Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	25th Mar.	27th Mar.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian, Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing about end of March.

LYDD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on or about 8th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 6th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For

Steamer. Sailing.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"CARNARVONSHIRE"	15th March.
"PEMBROKESHIRE"	28th March.
"GLENIFFER"	12th April.
"GLENLYLE"	28th April.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENARIFFER"	11th Mar.	GENOA, LONDON & ROTTERDAM.
"GLENAPP"	25th Mar.	GENOA, LONDON & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS. THE GLEN LINE, LTD.

Telephone No. 215, pub. ex. 23 and 3896.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Waishang	Fri., 4th Mar. at d'light.
MANILA	Loongsang	Fri., 4th Mar. at 3 p.m.
STRAITS & Calcutta	Kumsang	Fri., 4th Mar. at 3 p.m.
BANGKOK via Swatow	Chunsang	Sat., 5th Mar. at d'light.
TIENSIN	Chipsang	Sat., 5th Mar. at d'light.
KOBE	Laisang	Tues., 8th Mar. at d'light.
SHANGHAI & Tsingtau	Hopsang	Tues., 8th Mar. at d'light.
HAIPHONG via Hoihow	Teapao	Wed., 9th Mar. at 9 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Friday 4th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & SINGAPORE	Hupoh	3rd Mar. at 10 a.m.
SWATOW & SHANGHAI	Kansu	3rd Mar. at noon.
SHANGHAI	Soochow	5th Mar. at noon.
SHANGHAI & TSINGTAO	Yingchow	6th Mar. at 10 a.m.
AMOY, SHAI & PUKOW	Shantung	8th Mar. at noon.
MANILA, CEBU & ILOILO	Taming	8th Mar. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidsthops. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtau weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Hongkong Mar., 2, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong	W. C. Passmore	FRI., 4th Mar. at noon.
Hailong	W. Couper	TUES., 8th Mar. at noon.
Hailching	A. H. Stewart	FRI., 11th Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KENNEBEC STEAMSHIP CORPORATIONOF
NEW YORK

FASTEST SERVICE TO HAVANA, CUBA.

S.S. "WOODRICHEM" 6,500 tons sailing 10th March.

For Freight and Other Particulars, apply to—

KAT FAT & CO.,

AGENTS.

297, Des Voeux Road, Central.

Tel. 2591

MOVEMENTS OF STEAMERS.

The Admiral Line s.s. PAWLET, is due to arrive here from Portland, Ore. via ports on or about March 7th.

The T. K. K. s.s. ANYO M., arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Kobe for this port via Suez on the 22nd January and is expected here on the 3rd March.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila on the 19th Feb. and is expected here on the 4th March.

The N. Y. K. s.s. HEIJIN M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 22nd February and is expected here on the 14th March.

The Blue Funnel Line, s.s. ACHILLES, will leave Liverpool on the 27th inst. and s.s. TITAN, on the 5th March for this Port.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney, for Hongkong via ports, on the 23rd Feb. and is expected here on the 15th March.

The N. Y. K. s.s. KITANO M. (European Line) left Singapore for this port on the 24th Feb. and is expected here on the 2nd Mar.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The N. Y. K. s.s. TOYOOKA M. (Calcutta Line) left Kobe for this port via Nagasaki, on the 24th Feb. and is expected here on the 3rd March.

The N. Y. K. s.s. TOYAMA M. (American Line) left Kobe for this port via Nagasaki & Shanghai, on the 23rd Feb. and is expected here on the 3rd March.

The T. K. K. s.s. ANYO M. sail from Nagasaki on the 26th instant, and is due at Hongkong on the morning of March 3rd.

The s.s. IDOMENEUS, (Blue Funnel Line) left Suez, on 11th inst. for Hongkong and is due here on 11th March.

The N. Y. K. s.s. INABA MARU (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The s.s. ATREUS (Blue Funnel Line) left Suez on 11th inst. for Hongkong and is due here on 11th March.

The s.s. TELAMON, (Blue Funnel Line) left Singapore on 24th inst. for Hongkong and is due here on 3rd March.

The s.s. EURYPIUS, (Blue Funnel Line) left Yokohama on 25th inst. for New York via Hongkong. Vessel is due here on 2nd March and will sail, as above, on 2nd March.

The s.s. CHAKRATA left Singapore for this Port on the 26th instant at 4 p.m. and is due here on the 5th March at about 6 a.m.

The s.s. AJAX, (Blue Funnel Line) New York left Singapore on 27th instant for Hongkong via Manila and is due here on 9th March.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai on 27th February a.m. left there 27th February p.m. and is due at Manila on 2nd March a.m.

The s.s. METHVEN left Saigon for Hongkong on Feb. 26, and is due here on or about the 3rd March.

The s.s. EGREMONT CASTLE from New York left Yokohama on the 25th February for Hongkong via ports and is due here on the 17th March. (Dodwell & Co., Ltd. Agents)

The s.s. ELPENOR (Blue Funnel Line) left Suez on 24th inst. for Hongkong and is due here on 20th March.

The T. K. K. s.s. SIBERIA M. arrived at Yokohama on the 25th instant, in accordance with schedule, being due at this port March 11th.

The R. M. S. EMPRESS OF JAPAN, left Vancouver for Hongkong, via Japan ports, Shanghai on the 23rd Feb. and is due at Yokohama on or about the 3rd March.

The P. & O. s.s. KANAR, left Shanghai for this Port on the 2nd instant at 12 p.m. and is due here on the 4th instant at about 6 a.m.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Singapore for this port on the 28th Feb. and is expected here on the 6th Mar.

REUTER'S TELEGRAMS.

(Continued from page 1.)

"RHINE HORRORS COMMITTEE."

German-Sinn Fein Meeting Interrupted by American Ex-Service Men.

New York, March 1.
A meeting at Madison Square Garden organised by the "Rhine Horrors Committee", whose president is a certain von Mach, was subjected to interruptions such as "Remember the Lusitania and Nurse Cavell!" by ex-Service men who had secured admission. Numerous police inside and outside the meeting prevented disturbances. The *New York Times* says that the meeting was organised by Germans and Sinn Feiners to protest against the employment of French colonial troops on the Rhine. Subsequently the opponents of the meeting formed a procession and were addressed by a commander of the American Legion, who said that their action showed that they were hundred per cent. Americans.

ANTI-SEMITIC OUTBREAK IN BERLIN.

Incident Considered Symptomatic.

Berlin, March 1.
The police were prepared for the disorders of the 27th ult., but the outbreak was confined to number of students wearing anti-Semitic and Nationalist emblems attacking Jews among the promenaders on the Kurfuerstendamm, hustling and striking them with sticks. The police restored order in half an hour. The incident is considered ominous of the temper of the German Nationalists, this being the first attack on Jews since the revolution.

DEATH OF MONTENEGRIN KING.

Antibes, March 2.

King Nicholas of Montenegro is dead.
[The position of the late monarch has been indefinite for some time. He left the country a considerable time back, apparently as the result of factional intrigue, but still claimed sovereignty. It has been reported that Serbia seeks to absorb the little dominion. In November 1919 a Montenegrin National Assembly, said to have been "packed", declared itself in favour of such a union. The late King was the father of the Queen of Italy. Antilles, where the death of Nicholas appears to have occurred, is situate in a French department of the Maritime Alps.]

AN AMERICAN COMPLAINT.

New York, March 1.

The League of Nations Press Bureau states that the mandates for ex-German East Africa, Togoland and the Cameroons reserve Open Door rights only to members of the League. The Bureau complains that the United States is therefore excluded from equality of treatment.

CARUSO'S THIRD OPERATION.

New York, March 1.

Signor Caruso has undergone a third operation, and is now resting comfortably.

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
4c. — 5c.
Postage Envelopes 4c. — 5c.
Registered Letter Envelopes 10c.
Sizes F, G, H. & 1½ — 15c.
Size K. — 20c.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Manila—Per FUSHIMI M., 3rd Mar.
Japan—Per ANYO M., 3rd Mar.
Japan—Per TOYOOKA M., 3rd Mar.
Japan & Shanghai—Per TOYAMA M., 3rd Mar.
Saigon—Per METHVEN, 3rd Mar.
Shanghai—Per SHANTUNG, 4th Mar.
Shanghai—Per KASHGAR, 4th Mar.
Shanghai—Per YINGCHOW, 4th Mar.
Shanghai—Per ICHANG, 4th Mar.
Europe via Suez (Newspapers only London 27th Jan.)—Per SEANG BEE, 5th Mar.

OUTWARD MAILS.

To-morrow.

Swatow—Per HYDRANGEA, 3.30 p.m.
Shanghai, North China & Japan—Per KITANO M., 10 a.m.
Swatow, *Shanghai & N. China—Per WAI SHING, 5 p.m.
Swatow, *Shanghai & N. China—Per KANSU, 11 a.m.
Swatow, *Straits and Bangkok—Per HUPEH, 9 a.m.
Shanghai, N. China, Dairen, Japan via Canada, *United States, *Central, & South America & Europe via Victoria—Per AFRICA M., Reg. 11.45 a.m. Letters 12.30 p.m.

Friday, 4th Mar.

Hoihow and Bangkok—Per CHANG CHOW, 5 p.m.
Straits, *Bangkok, Calcutta & Aden—Per KUM SANG, 2 p.m.
Swatow and Bangkok—Per CHUM SANG, 5 p.m.
Tientsin—Per CHIP SHING, 5 p.m.
Philippine Island—Per LOONG SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAIHONG, 11 a.m.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt, Aden & Europe via Marseilles—Per KASHGAR, Reg. 5 p.m. Letters Saturday 5th 8.30 a.m.
The Parcel Mail will be closed on Friday, 4th March at 5 p.m.

Saturday, 5th Mar.

Java Port via Batavia—Per TJISALAK, 11 a.m.
Shanghai and N. China—Per SOO CHOW, 11 a.m.
Sunday, 6th Mar.
Swatow, Amoy & Keelung—Per KAIJO M., 8 a.m.
Shanghai and N. China—Per YING CHOW, 9 a.m.

Monday, 7th Mar.

Shanghai & N. China—Per HOP SANG, 5 p.m.
Japan—Per LAI SANG, 5 p.m.
*Correspondence bearing vessel's names only.

METEOROLOGICAL.

Previous Day on date. at 8 p.m. at 6 a.m. at 2 p.m.
Barometer 29.75 29.77 29.78
Temperature 80 73 74
Humidity 69 90 88
Wind Direction S. N.W.
Wind Force 2 2 1
Weather 0 0 0
Rain 0.02 0.00 0.00
Highest open air temperature on the 1st 81
Lowest open air temperature on the 2nd 72
T. F. CLAXTON, Director.
H.K. Observatory, Mar. 2.

EXCHANGE.

(Opening Rate: closing Rate on Page 11).

SELLING.

T/T 2/4
Demand 2/4½
30 d/s 2/4½
60 d/s 2/4½
4 m/s 2/4½
T/T Shanghai Nom.
T/T Singapore 101
T/T Japan 93½
T/T India 180
Demand, India 180½
T/T San Francisco & New York 45½
T/T Java 129½
T/T Manila Nom.
T/T Hongkong 6.25
Demand, Paris —

BUYING.

1 m/s. L/C 2/5½
1 m/s. D/P 2/6½
6 m/s. L/C 2/6½
30 d/s, Sydney and Melbourne 2/7½
30 d/s, San Francisco & New York 47½
4 m/s. Marks Nom.
4 m/s. Francos 6.85
6 m/s. Francos 7.05
Demand, Germany 45½
Demand, New York 180½
T/T Bombay Nom.
Demand, Bombay 180½
T/T Calcutta Nom.
Demand, Calcutta 180½
On Yokohama 93½
Demand, Manila 105
Demand, Singapore 101
On Haiphong Nom.
On Saigon 90
On Bangkok Nom. 8.25
Sovereign 52.80
Gold leaf per Tael 32½
Bar Silver, ready 32½
forward 32
Bank of England rates 7%
New York/London 3.88½

SUBSIDIARY COINS.

H'kong 50 cts. pieces 1/10% dis.
10 " 1/10% dis.
5 " 1.7% dis.
Canton subcoins 17.8% dis.
Hongkong Mar. 2, 1921.

WEATHER REPORT.

March 2d, 12h. 17m.—Pressure has increased considerably over N.E. China, which is now covered by an anticyclone. Changes in the South are small since yesterday. A depression is shown over Indo-China.

Fresh monsoon may be expected along the east coast of China. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.25 inches, against an average of 3.23 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	Light variable winds, freshening from E. or N.E. overcast, cooler, some rain.
2 Formosa Channel	Variable winds, freshening considerably, from N.E.
3 South coast of China between H.K. & Lamook.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 2, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on 8 Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

HOTELS.

THE HONGKONG HOTEL CO., LTD.

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HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE.

J. H. TAG ART.
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
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J. WITHELL,
Manager.

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1,800 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

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UNDER NEW BRITISH MANAGEMENT,
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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PEKING, CHINA.

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THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

ENTERTAINMENTS.

THE CORONET

TO-DAY at 2.30, 5.15, 7.15 & 9.15

TOM MOORE

THIRTY A WEEK

5 Parts

JIGGS IN SOCIETY and BRITISH GAZETTE.

HONGKONG THEATRE

TO-NIGHT TO-NIGHT

LOUISIANA TRIO & QUARTETTE

in their latest comic songs

ALSO

SESSUE HAYAKAWA

in

"HASHIMURA TOGO"

A Paramount Picture.

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SHINKEI, KANADA, KAMIMADARA, SIBAI
AND OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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Cable Address:—"IWASAKISAL."
Codes:—A1, A.B.C. 5TH ED.
Western Union and Bentley.

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THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
S. KOMURA, Manager.
No. 14, Pedder Street Hongkong.

TIDE TABLE.

27th Feb. to 5th Mar., 1921.

Day	High Water	Low Water	Day	High Water	Low Water
Mon. 27	h. m. 5.23	h. m. 6.24	Mon. 28	h. m. 5.23	h. m. 6.24
Tues. 1	h. m. 5.23	h. m. 6.24	Tues. 2	h. m. 5.23	h. m. 6.24
Wed. 3	h. m. 5.23	h. m. 6.24	Wed. 4	h. m. 5.23	h. m. 6.24
Thurs. 5	h. m. 5.23	h. m. 6.24	Thurs. 6	h. m. 5.23	h. m. 6.24

* m morning, a afternoon

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